

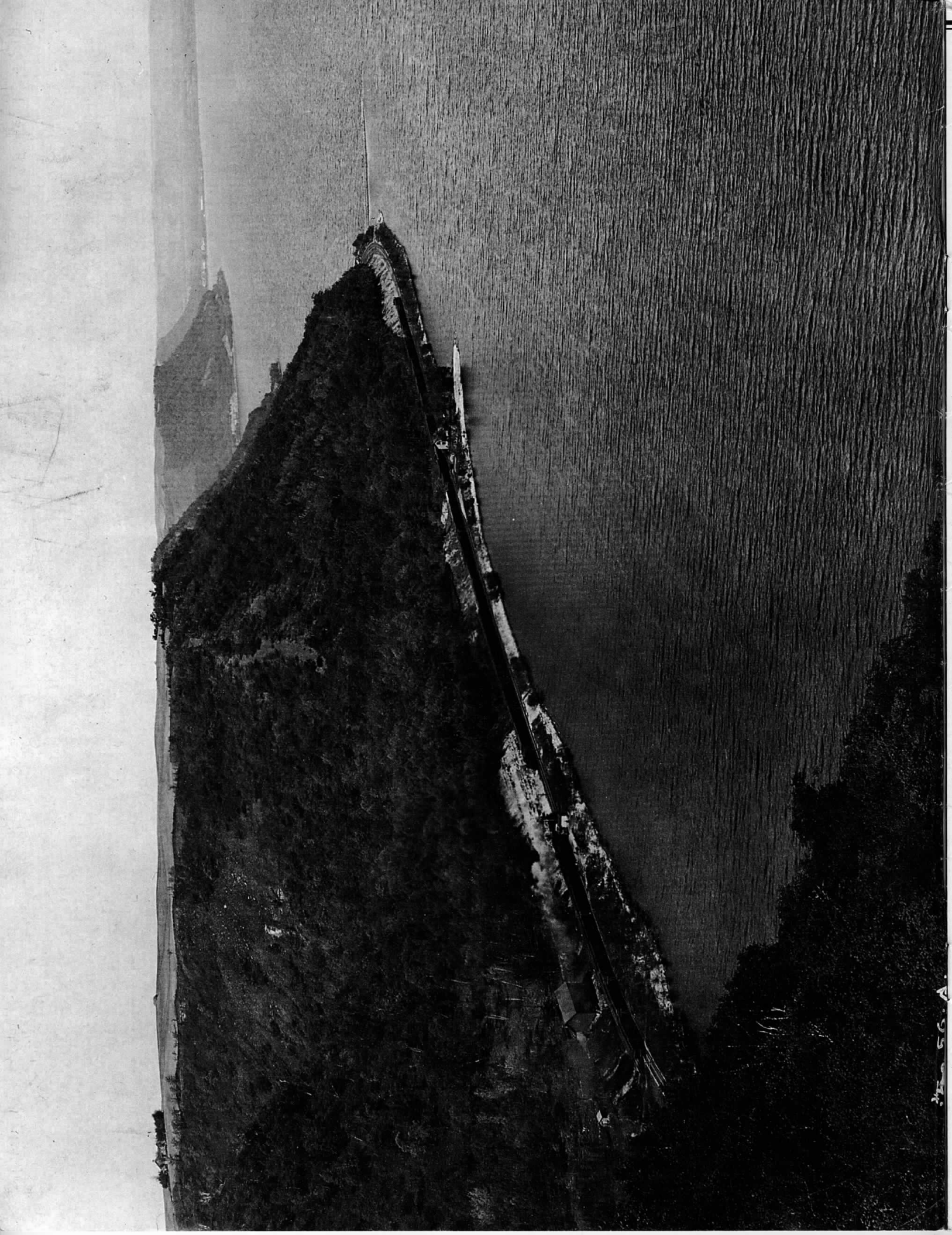
Minnesota Transportation Museum

# MINNEGAZETTE

Summer 1997

3-DAY  
CHICAGO  
TOUR  
\$19<sup>45</sup>  
via GREYHOUND

1807







Official Journal of the

# MINNESOTA TRANSPORTATION MUSEUM, INC.

P.O. Box 17240, Nokomis Station  
Minneapolis, MN 55417-0240

## EDITORIAL STAFF

Aaron Isaacs .....Editor  
3816 Vincent Ave. So.  
Minneapolis, MN 55410  
Sandra Kay Bergman .....Production Editor  
Alan Jensen .....Circulation

## CIRCULATION

The MinneGazette is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$5 per year charge.

## SUBMISSIONS

The MinneGazette welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

## MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha in Excelsior.

## MEMBERSHIPS

Individual	\$ 25	Family	\$ 30
Sustaining	\$ 50	Sponsor	\$ 100

Send dues to:

4707 Lyndale Ave. N., Mpls., MN 55430

## ADDRESS CHANGES AND MEMBERSHIP CONCERNS

Send to:

David Kettering - Membership Secretary  
171 Valleyside Dr., St. Paul, MN 55119

## Public Information

(612) 228-0263 or (800) 711-2591

Member Information Line  
(612) 228-9412

## Web site

<http://www.arc.umn.edu/~wes/mtm/>

## BOARD OF TRUSTEES

### Elected Trustees

Chair	Michael E. Miller
Vice-Chair	Morton Jorgensen
Secretary	Richard Fish
Treasurer	Russell Olson
	John DeWitt

### Appointed voting Trustees

Art Pew	Robert Torkelson
John Walker	

### Honorary non-voting Trustees

Dennis Dorgan	Aaron Isaacs
Byron Olsen	

## THANK YOU FOR YOUR GENEROSITY

-To Art Pew, the Pew Charitable Trusts, Glenmede Corporation, Strato Inc., and Modders Equipment for their donations to the Jackson Street Fund.

-The Steven Harrod, Alliant Techsystems and Research Inc. for their donations to the General Fund.

-To Mick Thorstenson and the estate of Ruth Zalusky Thorstenson for the donation of historic Twin City streetcar photos and printed materials.

-To Loren A. Hartwell, Michael E. Miller, Richard Niemiec, John & Sue Oliver, Clifford A. Johnson, Nick Modders, Herbert N. Bloomberg, L.W. Peterson, George L. Shriver, Keith Anderson, Lloyd J. Jackson, Lyle E. Vogt, Wallace E. Nortner, George and Maxine Bergh, R.F. Arnoldy, Donald & Sonja Steinke, Richard & Carol Fish, Zane Boyce, John & Donna Coughlin, Bob Breseman and Dick Levering. for their donations to the Railroad Fund.

-To CP Rail for donating materials from Shoreham Shops.

Also, two extremely generous donations were received for the NP 328 preservation fund from Frank and Judy Sandberg and Con-Tek Machine, Inc. as a result of this fund drive. This raises the #328 Fund to over \$4000 to date.

## THE PHOTO SEARCH CONTINUES

Do you have photos of Minnesota trains, trolleys or steamboats dating from prior to 1970? If so, please consider donating them to MTM or at least let the Editor make copies. All the historic photos that appear in the MinneGazette come either from historical societies or private collections. In the case of Minnesota streetcar pictures, the Museum has already put together the definitive national collection. To date over 2400 streetcar photos have been entered into a data base with several hundred left to go. When that is complete, the photos will be scanned and copies made available

**Cover: Thomas Lowry has less than a month to watch his beloved streetcars roll up and downtown Lowry Hill before abandonment in 1954. Years later, the statue itself would be displaced by the freeway tunnel. Bob Schumacher photo.**

**Inside front cover: A Milwaukee Road passenger and freight meet somewhere along Lake Pepin, probably in the 1920's. Note that Highway 61 has not yet been built. This photo was found in files donated by the Department of Natural Resources. Minnesota Historical Society collection.**

to anyone who is interested. Then MTM's railroad photos will receive the same treatment. So please look through your collection. If you are elderly, consider donating your photos to the Museum. Too often these private collections get sold or worse, thrown away. Contact Aaron Isaacs at 929-7066.

## OBITUARY

The twinkle in those blue, Norwegian eyes told that **Gordon Pederson** had things to do. At age 74 and retired from Minneapolis Moline Company in Hopkins where he lived, Gordy had spare time in his schedule beyond his commitments to church, family and senior citizen activities. Even helping to restore the old Carson's Bay General Store in Deephaven didn't quite fill the time. When MTM began work on the Minnehaha in 1990, Gordy was among the first to show up at the boat building to offer his help. He could carpenter, hang hull planks, paint, plug holes, carry lumber and put in eight or ten hours without complaint. While he usually worked non-stop, he always gave cheerful company to whomever he met. When Minnehaha was launched in September, 1995, Gordy was on board every day working on the endless list of finish-ing details. From the start of the 1996 season, he served as purser and painter, serving up a wealth of stories about life on board TCRT's express boats in the 1920's when he was a boy. He remembered the day in 1926 when three boats including the Minnehaha were scuttled northeast of Big Island, and he rejoiced that he had a hand in bringing the Minnehaha back to life. He was one of those who made the work fun, and he knew how to grow old. Gordy died in April at age 81 after a short illness, active and engaged to the end.

-Bill Graham



## LETTER FROM THE CHAIR

-Michael E. Miller

### The Professional Staff Dilemma

As I wrote in my column in the last Minnegazette, chairing MTM is a lot of work. So is serving as General Superintendent of any of the divisions. MTM keeps growing, yet our management remains all volunteer. For quite a few years now, it has seemed that something had to give, that there were limits to what volunteers could do. Despite the fact that money is always tight, since 1987 we have gradually been paying people for more and more work.

An accounting firm now keeps the books. There is a paid ticket agent and charter coordinator at Osceola, plus seasonal paid ticket sellers. The Railroad Division has employed a paid mechanic for the past few years. Certain railroad equipment repairs are contracted out. There is a Jackson Street building manager. Contractors do track work and grounds keeping at Lake Harriet. This past year a staff person has been added for the Steamboat Division. Clearly the concept of paying for selected help is well established.

But we always stop short of management. Not that it hasn't been discussed. Hiring a General Manager or Executive Director has been talked about at Board meetings since the late 1980's. In fact, the Board was restructured in anticipation of hiring a professional. The President became the Chair, designated as the Chief Executive Officer in the absence of a paid General Manager.

So why didn't it happen? The demise of the Stillwater & St. Paul and the legal costs surrounding it put the Museum in a financial hole. Since then the decentralized management style of the organization has created resistance to the idea of a single paid executive. Even so, I think it may be an idea whose time has come.

My activities over the last two years are proof that such a person is needed. Whenever a crisis bubbles up somewhere, it falls on the Chair to resolve it. The Board has a role, but usually can't attend special meetings and work sessions as a group. The General Superintendents have their hands full with day to day operations. No—it falls to the Chair to referee first the reorganization of the Osceola & St. Croix Valley, and now the reshaping of the Steamboat Division. Like my predecessors, I'm spending 20-30 hours a week doing it, and another year or so is about all I'm able to contribute.



**John Dillery explains streetcars to a couple of future motormen. Aaron Isaacs photo.**

Then we'll have to find someone else willing to shoulder the load, and so on—a new Chief Executive every three or so years. Do we have that many good managers among our active membership who are willing to volunteer those hours? And what is the price we pay for such frequent executive turnover? Right now I don't know where the next Chair is coming from. That can't be good for the organization.

ARM President **Scott Becker**, himself the Executive Director of Pennsylvania Trolley Museum, says that a museum needs a paid executive to be recognized as a serious organization. Without one, we tend to plateau at a certain energy level, and we tend to concentrate on collection-oriented operational activities at the expense of general business practices. Many important jobs, like the implementing the existing Collections Policy, and creating much needed employment and business management procedures don't happen. Coordination of fund raising, advertising, purchasing and grant writing across the museum never happen. A central volunteer recruitment and management program never gets off the ground. In short, we end up doing an incomplete and amateurish job of basic business management. We need to hand that over to someone.

Can we afford it? That has always been the dilemma. I have been told by museum professionals that a capable

paid Director will pay his/her own salary in new revenue. I would like to believe that, but what if isn't true? Can we afford \$35-50,000 a year for better management? Como-Harriet's annual budget has little to spare. Railroad has barely had the cash to get through the last two winters. Steamboat and Jackson Street are each paying for one salary already. Could we continue to afford all the other existing employees or is some consolidation necessary?

Beyond the issue of cost is the difficult issue of control. Our volunteers may have difficulty accepting the authority of a new professional. Certainly the transition would be delicate.

Despite all the potential pitfalls, I have come to believe that it's time for professional management. My goal over the coming year is to have an open discussion of the subject within the Board and the membership. We need to think this through. I'd like your thoughts on the subject. Please call me at 927-6960 or write me with your opinion.

\*\*\*

For several years **Louis Hoffman** has served on the Board of the Association of Railway Museums (ARM). Given increased family obligations, he has decided to step down when his term ends in September. During his time on the ARM Board, he organized the ARM Convention in the Twin Cities, plus the 1997 regional Railway Preservation Meeting. He also rewrote ARM's convention manual. He was instrumental in the selection of **Aaron Isaacs** as their newsletter editor, so the MTM presence within ARM continues. I encourage members to get involved with ARM or the Tourist Railway Association. Both open a window to the fast growing historic and tourist railroad industry. We have much to learn from our peers across the continent.

## NOTES

Remember the November-December issue of *Locomotive & Railway Preservation* magazine? It had a feature article on MTM, full of color photos and complete with #328 on the cover. If you didn't get a copy then, you can now—for the last time. MTM has acquired the last 52 copies from Great Eastern Publishing, L&RP's former publisher. They're available for \$7.50 per issue, including postage and tax. Send your check, payable to MTM, to: L&RP Offer, MTM, P.O. Box 17240, Nokomis Station, Minneapolis, MN 55417-0240.





On July 1 and 3 MTM members helped staff the Amtrak's visiting Flexliner demonstration train. Sponsored by the Railroad Authorities of Anoka, Hennepin, Ramsey and Washington Counties, it was in town to show how commuter rail might serve the corridors to Hastings, Elk River-St. Cloud and Osseo. Pictured are l to r: Burt Foster, John Walker, George Isaacs, Noel Petit, Aaron Isaacs, Mike Schmitz, Mike Alfvbey, John Oliver, Marv Mahre. Not pictured are: John DeWitt, Bill Graham, Roy Harvey, Scott Heiderich, Charles Barthold, Mike Buck, Joe Fishbein, Erik Hopp, Karl Jones, Morton Jorgensen, Marilyn Miller, Mike Miller, Nick Modders, Phil Wellman and Heather Worthington.

Bottom: The Flexliner stops at Elk River to drop off one load and pick up another. Bill Graham photos.

## TRACTION REPORT

-Louis Hoffman

### A Special Thanks- Part 1

With the end of the tunnel in sight on the ISTEA project, it's time to say thank you to some of those people whose extraordinary effort made it possible and successful: **Bill Cordes, Roy Harvey, Scott Heiderich, George Isaacs and Michael J. Miller.**

George has been our man on ISTEA. He is the liaison with the contractor and with MnDOT. He is responsible for the project happening, quite literally, without a hitch, on time (except for weather delays) and under budget. Working closely with George and overseeing most of the volunteer work that accompanied the contract work was **Scott Heiderich.** This included moving any interfering objects from the construction area and putting them back after-wards—a considerable task. Scott has been a constant presence at Lake Harriet after work, sometimes instead of work, and on weekends, making sure what had to be done was done.

**Roy Harvey** has been almost a daily presence, performing a myriad of essential tasks and easing the contractor's work. When someone needed to be there, it was always Roy.

Reconnecting the overhead wire in time to start training in mid-April and service on May 3rd was a tall task due to bad weather. **Bill Cordes** and **Mike Miller**, along with Scott, put in literally hundreds of hours to make sure operations went on as planned.

### A special thanks- part 2

Our first major gift of the year was the annual donation from the Onan Family Foundation, \$3500 this year. Our thanks to the Foundation. Let the Onan gift be a challenge to our membership: let's aim to double it during this year's Annual Appeal. How about it?

### Annual Appeal

It's back. In the past, you have responded generously, and we're asking you to do the same this year. Although we raised the same amount in each of the last two years—about \$6000—last year it came from far fewer members. If you can give more it would be great, but it's important that you give—only \$5 from each member would be \$4000. And be sure to check with employer, or former employer if you're retired. Many will match your contribution.

## BOARD OF TRUSTEES

April 1997

There were no action items.

May 1997

-Al Lindquist was appointed to as General Superintendent of the Steamboat Division, filling the vacancy left by Leo Meloche's resignation.

June 1997

-Fiscal year division budgets were presented, for final approval in July.

-Approved an increase in the Jackson Street Property Manager's salary.

-Set the date of October 18, 1997 for a Board Retreat.



### They Ride to Hike

Can anyone tell us about this advertisement in the St. Paul Pioneer Press of May 13, 1941? It's entitled "They Ride to Hike" and features a picture of two women standing in front of the gates of a TCRT streetcar. Beneath the picture, it says, "TODAY'S CROSS LINE

QUIZ", asks two questions, then relates the story of the two women: "Two outdoor-minded Bethesda Hospital nurses met up with your quiz reporter on their day off. What happened suggests that a drastic revision be made in an old proverb to read, 'A reporter and his tokens are soon parted'.

**On Memorial Day, #1300 approaches the Lake Calhoun stop and discharges passengers. Lakewood Cemetery opened their gate and publicized the streetcar connection, and ridership was good. Aaron Isaacs photos.**

Alice Axelson...and Delores Peterson are the winners. 24 tokens is the reward, and the CROSS LINE QUIZ quotes Miss Axelson on a subject familiar to this corner. 'When the weathers nice we take the street car to the end of the line and hike into the country from there. This gives us all afternoon outdoors, and we're back in time to be first at the dinner table.' Watch for the quiz reporter on YOUR street car or bus." Thanks to member Jeff Nelson for telling us about this little mystery.

### General Services Department

On May 13, the Traction Division hosted a group of 25 community education directors visiting the Twin Cities to get group trip ideas. It was organized by Mark Jacobson of Tourrific Group Travel Assistance. Fred Beamish and bus #1399 picked them up at their previous stop, Our Lady of Lourdes Church, and delivered them to Linden Hills depot for a quick tour and



trip aboard #265. Before leaving, they were given information on charters, as well as the Museum's other operations. Within a week of the trip, one new charter had already been booked. Thanks to **Mike Miller** for assisting with this very special charter.

There was another special event in May. Lakewood Cemetery has opened its gates to the community for several Memorial Days now and, recognizing the important role the streetcar played in its history, invited us to participate. For many years, Como-Harriet cars served the Lakewood station at a stop near our northern terminal. In addition the first three TCRT Presidents, Thomas Lowry, Calvin Goodrich and Horace Lowry are interred there in the impressive Lowry-Goodrich mausoleum. The three were among Lakewood's founders.

Lakewood opened the gate adjacent to our Lake Calhoun stop to allow visitors to arrive and leave by trolley. The special service was promoted on Lakewood's posters, and signs were posted directing people to the streetcar. Ridership was heavy. Unfortunately, operations were cut short when there was no second shift foreman. Thanks to **Michael Sciortino** for his work with **Fiona Grant** of Mundale Communications in planning our participation.

When the Park Board more or less shuts down Lake Harriet for facility improvements on August 1, our ridership will probably drop well below normal levels. That's too bad, because our cash flow is already tight this year. To compensate, we need you to make a special effort to bring fare paying friends to ride, to charter a car, and to buy souvenirs. It will provide a welcome boost to the Traction Fund.

### Mechanical Department

Now that the carbarn expansion is complete, scheduled maintenance work has resumed, as well as the PCC restoration, which will have moved to Linden Hills by the time you read this. So stop by on the first or third Saturday at 9AM or any Wednesday evening at 6:30 to help. Call **Carl Jones** or **Mike Miller** for more information.

**Paid Metro Transit body shop mechanics have finished the PCC exterior. By the time you read this it will have visited the Overhaul Base paint booth, received its coat of TCRT yellow, and been trucked to Lake Harriet for completion.**

**Bill Graham photo.**

### Motor Bus Department

**Cheryl Kienetz-Hall**, a Metro Transit driver and trainer, has joined the department as Assistant Superintendent-Safety and Training, and **Greg Whitney**, a Metro Transit mechanic at South Garage, is now Assistant Superintendent-Maintenance. With Superintendent **Fred Beamish** now living in the Twin Cities, we have a potent team spearheading this department.

Events to date have included our annual operation for the Linden Hills festival and the Minnehaha Depot open house. New this year was a route stopping at Linden Hills churches that participated in a Sunday open house. Thanks to the Linden Hills Neighborhood Council and the Linden Hills Business Association for once again helping to unwrite the cost of insurance.

We're looking for other bus venues. #1399 is scheduled to offer rides at the Elk River Heritage Festival on August 9 and 10. Thanks to member **John Oliver** for involving us. If you have a community or other event that might be a good fit, contact Fred at 870-8185.

We're talking to Metro Transit management about formalizing the relationship with Metro Transit for the storage, maintenance and operation of some of our fleet. They currently store #1399, Mack #630 and "new look" GMC #198. The agreement would also permit Metro Transit employees to perform volunteer maintenance and restoration work at Metro Transit facilities. **Aaron Isaacs** is also preparing an ISTE A grant application for funding to restore the entire bus fleet.

### Physical Plant Department

Work on the carbarn and other ISTE A related work continues. The carbarn is substantially complete and should be done by the time this reaches you. We're planning another ISTE A application to complete the improvements begun in ISTE A I. Using the ties generously donated by **Paul Webster** of Webster Industries as our local match, the proposal would call for replacement of all ties installed before 1994, rebuilding all three switches; heating, insulating and plumbing the carbarn, replacing the 42nd Street crossing and restoring the Cottage City car stop.

As we go to press, we have begun discussions with the Park Board about the new gravity flow channel from Lake Calhoun to Lake Harriet. Currently water is pumped over the hill through a pipe that passes under the tracks just north of the William Berry bridge, and then parallels the track under the bridge. Removing the pipe will eliminate the hump where it passes under the tracks, and make possible the complete restoration of the Cottage City stop. The pipe passes through the northbound waiting platform.

Early indications are that laying the new pipe will require the removal of about 500 feet of track and overhead wire, about 250 feet on either side of the bridge. We are told the work will be done while the line is closed for the winter. Our plan is to make sure the work does not disrupt operations, and that it is rebuilt to our specifications with all new materials, and at no expense to the Museum.





**Above: Norm Podas learns how to run a PCC. Note the old, but still used, Public Service Company fare register above his head.**

**Below: Two shiny ex-Twin City PCC's pass at the Heller Parkway station. They may look good, but these cars are getting very tired, with parts hard to find and metal fatigue setting in. Both John DeWitt photos.**

#### Safety and Training Department

Five new motormen will join us in 1997: **Ben Exley, Clyde Hawkins, David Langholz, Gerald Olsen and Jay Smith.** Welcome. Thanks to Superintendent **Karl Jones**, Assistant Superintendent **John Kennedy**, and the trainers for all their hard work, made even harder by our earlier than usual start combined with lingering carbarn construction.

#### Transportation Department

As it turned out, this was the worst possible year to begin full weekend operations on the first Saturday in May. Because the carbarn door was not complete, the wire there was broken. To get in and out, the motorman had to coast across the gap while the conductor held down the pole. A

temporary wire was put in place for the start of scheduled operations.

Unfortunately that wasn't the end of the story. During the first day, service was briefly suspended and then annulled, first to install an insulator and then to adjust the door so closing it wouldn't damage the wire. All went well the next day. Thanks to **Al Jensen** and **Karl Jones** (who was on site for nearly 12 hours), **John Kennedy, Bill Cordes** and **Mike Miller.**

Two new crew callers have joined us for 1997. **Jim Otto** is calling operators, replacing **Debbie Wood**, who stepped down after two years of excellent service. **Clyde Stephens** will be the backup crew caller replacing **Jim Vaitkunas** who is on temporary assignment out of town. **Larry Ludford** continues to call foremen. Thanks to all of them.



#### Minnehaha Depot

Last year, more than 3000 persons visited the depot on 26 days (19 regular days and seven special events) its best season yet. Special guests included Minnesota Public Service Commissioner **Chris Sanda**, Minnesota Historical Society Director **Nina Archibal**, Hennepin County Commissioner **Peter McLaughlin** and Minneapolis Mayor **Sharon Sayles Belton.**

The annual open house was held on May 19. Thanks to **Corbin Kidder** for having the depot clean and for his hospitality. Bus #1399, driven by **Joel Gensler**, operated on a variety of scenic routes.

The volunteer station agents for 1997 are **Tom Beaumont, Mike Buck, Gary Gustaphson, Jim Harrison, Connie Hill, Corbin Kidder, Philip Mosher, Robert Stevenson, Walt Strobel** and **Terry Warner.** Thanks for volunteering, but more are needed. Please call Corbin at 227-5171 or by e-mail at corbin@solon.com.

#### News Flash: PCC moved to Lake Harriet

On August 7th, PCC #322 left the Metro Transit Overhaul Base following four years of restoration work. The last piece of work performed by Metro Transit personnel was repainting the yellow portion of the body, basically the area below the roofline. After being off-loaded at the Lake Calhoun end of the line, the PCC was towed to the carbarn by #78. There it will spend the next two years while the restoration is completed.

#### PCC SCHOOL

-John DeWitt

Louie ran through the start-up sequence for old #328 one more time. Interior lights on, check brake pedal in park position, MG set and battery relay on, headlight and running light on. Release parking brake, brake reset on to count of three, push controller handle to regeneration and back to forward. Then head down the line.

If you think this seems like a strange way to fire up MTM's steam engine #328, you're right. This is New Jersey Transit's PCC car #9, which ran in the Twin Cities from 1947 to 1953 as #328. In early May four MTM members, **George Isaacs, Russ Olson, Norm Podas** and I spent two days in Newark, NJ training on PCC cars in the City Subway. Day 1 was on operations and Day 2 was on maintenance.

First, a quick look at the Newark City Subway. The line begins deep beneath





Penn Station in downtown Newark and heads west for about 1.5 miles in a tunnel with three stations. The remaining three miles are above ground on a private right of way with six stations and just one grade crossing. This is how the private right of way through Twin Cities parks must have felt. In 1953, Newark bought 30 PCC's from TCRT which was abandoning streetcar service. 44 years later, 24 of these cars are still in service carrying some 19,000 people a day. During peak hours, 16 cars are on the line at once providing a two minute frequency.

The resourceful shop crew has maintained the cars to high standards. They are clean and graffiti free. The most noticeable changes are the rock deflecting

windshield visor and the velour-like seat upholstery. And they are driven as they were meant to be—hard.

But back to training. **John Wilkins**, Manager of Service Productivity for NJ Transit, arranged the sessions. **Dominick Vecchi**, who's in charge of Subway operations, managed to fit us into their tight schedule. Louie is **Louis DeNunno**, PCC Instructor. He spent the morning demonstrating start up procedures and the effects of the different accelerator and brake pedal positions, including emergency stops. An important and necessary part of the training was the reading of signal lights. The Subway uses a moving block system with two time delay signals in the tunnel inbound. At the same time it was necessary to watch for signs indicating gaps in the overhead which required power off.

The hands (feet?) on training came next. I was chosen to go first, mainly so that others could learn from my mistakes. As **Bob Schumacher** claimed in *Twin City Lines-The 1940's*, driving a PCC is like stealing from the company—one pedal to go, the other to stop. We practiced stopping interspersed with periods of brisk running as, even at midday, cars ran six minutes apart. The tight loops at each end of the line required nudging the car around, so as not to stop on the loop and not go too fast either. We got a very good feeling for how a PCC should run. We were also able to clear up discrepancies between what old manuals explained and how a PCC actually works.

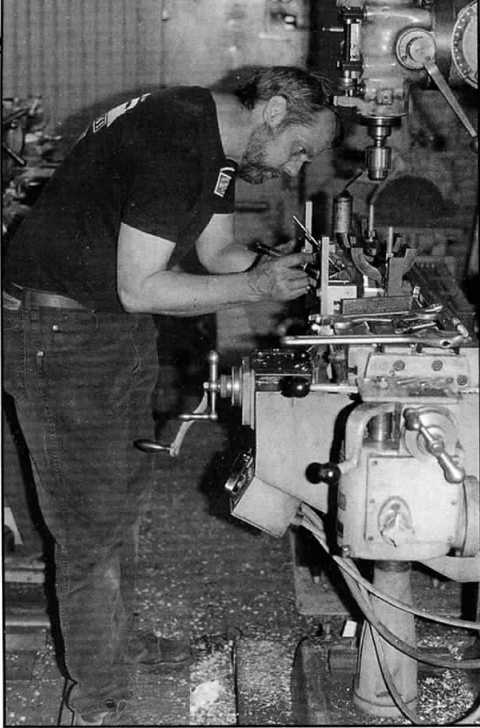
**Ken Boucher** spent the next morning giving us tips on performing a car inspection. After rounding up four extra hard hats, we all descended into an



The year end equipment moves to and from Osceola are always interesting. On April 29th, #105 hauled #102, #1102 and #2235 from Jackson Street. At Withrow they picked up four freight cars for delivery to Dresser and Amery.

Top: Looking back from #102 just east of the drawbridge.

Bottom: The "mixed" met a Soo Line rock train at Marine. Dick Heine photos.



**Many members may not realize there is a machine shop inside Northern Pacific baggage car #234. David Wantz is machining a piston rod packing, using a special jig he built for this purpose. The machine shop is being relocated into A Bay of the roundhouse. Eric Hopp photo.**

inspection pit below car #13 and worked our way forward from the motor controller next to the rear door. Ken pointed out things that needed to be checked, some of which we hadn't known existed. It was also an excellent opportunity to learn about the changes made to MTM's two cars after they went to Cleveland in 1977. Before we left, we were given a tall stack of PCC shop manuals.

The training sessions are just one more example of the generous assistance that the Newark Subway crew has given MTM since we started working on #322. Their willingness to share their expertise (as well as parts) will be invaluable in getting #322 running and keeping it running.

Once again, our thanks go to **John Wilkins, Dominick Vecchi, Louis DeNunno and Ken Boucher**. **Kirk Wassong**, shop foreman, was on vacation during our visit, but he also deserves special mention for his ongoing support.

## RAILROAD REPORT

By Erik Brom and Dick Kolter

### Many thanks to the volunteers

We're long overdue in recognizing all the volunteers who have given so much of their time to the Railroad Division. Here is a listing from the past year of all the people who have signed the Jackson Street log book. A big thank you to all of you. **Wes Barris, Dick Fish, Burt Foster, Ward Gilkerson, Mort Jorgenson, Art Nettis, John Oliver, Steve Sandberg, Mike Schmitz, Keith Skeivik, John Stein, Larry Schulte, Erik Brom, Benn Coifman, Paul Dalleska, Dick Heine, Dick Kolter, Marv Mahre, Barry Moore, Noel Petit, Mark Braun, Mike Matson, Gary Ostrand, Art Pew, Debbie Wood, Charles Barthold, Joe Fishbein, Tom Jesberg, Zell Olson, John Peters, Mike Alfveby, Morgan Christian, Eric Hopp, Peter Hultgren, Craig Ingalls, Jan Edstrom, Clare Jarvis, Jerry Leimer, Lane Littrell, Kurt Mahre, Todd McGonagle, Bill Marshall, Richard Kasseth, Phil Wellman, Dave Bergh, Mike Bergh, George Bergh, Todd Rust, Mark Dullinger, Dave Ecklund, Sam Olson, Steve Collin, Warren Olson, John Robinson, Warren Snyder, Dave Wantz, Laura Wantz, Rachel Wantz, Loren Peper, Dave Redding, Bob Redding, Tony Becker, Sandra Sims, Mike Hanson, Perry Carlson, Dave Hall, Brandon Tourtelotte, Charles Marks, Warner Wellman, Paul Resell, Matt Clare, Adam Stone, Sharon Hanson, Will Christopherson, Tom Deyoung, Paul Spyhalski, Dave Ahlgren, Erik Carlson, Anne Lapine, Marv Heller, John Coughlin, Blair Dollery, Harold Ellingson and Dan Fortin.**

### Working on the equipment

With all of these people working, quite a bit has been accomplished. Here are some recent highlights. The floor NP triple combine #1102 has been repainted and the car has been rewired with the help of **Dick Heine, Harold Pols, Peter Hultgren, Harold Ellingson and Debbie Wood**.

A crew consisting of **Harold Ellingson, Dick Heine, Richard Kasseth and Dick Fish** were at Osceola in May to work on the equipment before the season started. Rock Island coach #2608 needed some interior paint touch up and the Lackawanna #2232 had some interior painting done, some seat frames repaired, the toilet reinstalled and other miscellaneous stuff.

A crew consisting of **Warren Olson, Laura Wantz, Warner Wellman and Steve Sandberg** helped put new FRA glazing in the windows for Great Northern #1096 and #1097.

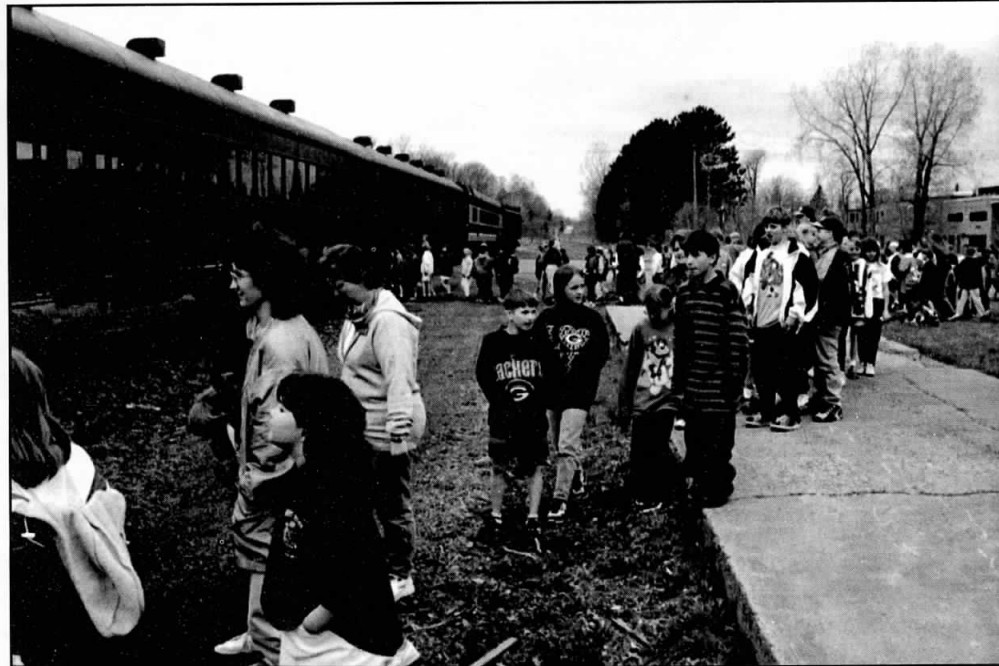
This summer will be an exciting period in the development of Jackson Street as a maintenance base for our equipment. In addition to the first phase of ISTEA work on the structure, we finally have sufficient room to move most of our shop equipment into the roundhouse thanks to the generosity of **Art Pew**. The area behind the newly expanded office will become our machine shop combining the equipment that is currently in the baggage car, the garage (otherwise known as the MTM water park), in storage boxcars, and even some new stuff recently donated. Yes folks, it will even have that novel concept we all yearn for in the winter, heat!

But we can't do it without your help! We still need to maintain the fleet and with only six people attending on a Saturday we won't be able to do that. If you want to help come on down, bring your work clothes, your sense of humor, and don't be afraid to get dirty. Just look for me and tell me what you want to work on and we will put you to work.

We are still in need for project managers for the 2604, 2608, 1213, 1096, 1097 and A11 in addition to others. I would like to thank the following who have already committed to care for equipment: **Richard Fish, #2232, Richard Heine: #1102, Larry Schulte: #105, Mike Schmitz #102, Noel Petit: #101, Philip Wellman: NSP #5, Zell Olson: Maintenance of Way**, and to any one not listed here a special thanks. If you are interested in a specific subsystem you may find your niche as well. Thanks to **Joe Fishbein** for starting to work on air brakes and to **John Peters** for working on locomotive radios. If you are interested in working on any of this equipment contact me or the project managers and if you are interested in working on anything that is not mentioned let's talk we do on the job training.

Safety continues to be a top priority. Effective January 1, 1997, MTM railroad operation became subject to the regulation of the Federal Railroad Administration (FRA) in matters of safety and accident reporting. **John Stein** has been putting together a safety manual, and doing much safety work at Jackson Street Roundhouse. Also, safety stations have been installed at Jackson Street and at the Osceola depot. These are places where current information about safety related items may be communicated. Accident





**On May 16, 780 Amery public school student rode three special trips to Wanderoos and back. This may be the last year for trains to Amery. Wisconsin Central has filed to abandon the track east of Dresser. Jerry Sondriel photos.**

reporting kits are available at the safety stations, on each in-service engine, and in the Conductor's box on each train. In addition, each Trainmaster, the Safety Compliance Officer and the General Superintendents have kits. This will ensure that we can all enjoy our hobby safely.

#### **The season so far**

The Summer operating season will be about half over by the time you read this. As this is being written (mid June), the season is off to a great start!

It started in May with charters, then continued from Memorial Day with regular weekend and holiday operation, as well as charters and special trips. Rider surveys indicated the most riders from Minnesota, followed by Wisconsin. Several states and foreign countries were also represented. Referrals from friends and relatives was far and away the number one way passengers heard about us. Nearly all of the comments were positive.

The total number of riders in May was 2,360 as compared to 1,763 in 1996, and 1,002 in 1995. Of this 2,360 total, 644 were walk-up customers (five operating days) and 1,570 were charters (five operating days).

There has been a slight change in the normal weekend operations, with the elimination of the 3:45 PM trip to Dresser. This last trip of the day usually had the smallest number of passengers. The other regular trips have been scheduled farther apart which has allowed time for some additional movements such as the popular backup move to the overlook just south of Marine. Also crews have more time for lunch.

## **JACKSON STREET ROUNDHOUSE REPORT**

**-Eric Hopp and George Bergh**

*Welcome to the new regular Jackson Street Report. What you are reading is a somewhat modified version of the NEWS FROM JACKSON STREET news letter that just published for the first time. We're excited about what is going on with the roundhouse restoration. We will fill you in on mileposts we have reached, some projects that are beginning, the museum's vision and other news.*

#### **The walls came down**

If you have not been by the roundhouse for a while, you're in for a surprise. About two months ago fifteen feet of the concrete block wall disappeared, revealing a steel garage door adjacent to the roundhouse office. **Paul Dalleska** has had crews moving tools, equipment and relics out of the leaking garage and into the roundhouse bays A and B. In addition, these moves prepare the way for the ultimate demolition of the garage area with reinstallation of the BN donated Harrison Street Turntable. Having all this new dry space is wonderful! Thanks to the dozens of volunteers who worked on this project.

The office was enlarged by removing a wall, approximately doubling its size. This operation was accomplished one Saturday by **Mike Alfveby**, **Dick Kasseth**, and **Paul Dalleska**. It looks really nice.

#### **D bay clean-up nears completion**

Since January, volunteers have spent countless hours preparing the D Bay of the Roundhouse for the first museum construction phase, beginning this summer. An office and partition walls were removed, followed by the removal of 1960's fluorescent lights and wiring installed by the Post Office. Special thanks to the Steamboat Division for their loan of a scissors lift. That platform has been a lifesaver. Our thanks to all the members who have worked so hard in this preparation and clean up.

On May 9th, following two weeks of meticulous air isolation, an asbestos abatement contractor completed the removal of old asbestos-wrapped pipes and asbestos ceiling panels from Bay D. On May 28, the cleaning of the ceiling of Bay D was completed by **Bill Volkovan**. Our heart felt thanks go again to **Art Pew** as he generously supports and enables the Jackson Street Museum Project to move ahead.

## Jackson Street building phase approaches

The final preparatory work for project bidding was completed by Snow Architects and Superintendent **Art Pew** and Project Manager, **Wanda Sims**. The bids went out May 30th. Final contractor selection will be the next step, with construction beginning later in the summer. The architectural subcommittee consisting of **Art Pew**, **Wanda Sims**, **John Robinson** and **George Bergh** has spent many hours developing the first building phase.

## Exhibits for Jackson Street

Opening of the Roundhouse Museum should occur this fall and exhibits will be installed following the completion of Bay D construction. Planning and development of exhibits for Jackson Street is under the leadership of **Noel Petit**. Ideas are being formulated and meetings are planned. Interested members should contact Noel (825-1776, home or 330-1061, work). **Eric Hopp** (773-1524) is developing an exhibit of high speed passenger service in the Twin Cities and would like information on Zephyrs, Rockets, Hiawathas, 400's, or other crack passenger trains of the thirties through fifties. **Phil Wellman** is working on signal displays. Any information, photos, blue prints or relevant material which will tell more about Jackson Street as a roundhouse, please notify **George Bergh** (454-6790), members of the Jackson Street Committee or **Aaron Isaacs**.

## Jacksons Street storeroom is enlarged

In this business, there is never enough space for parts. Our parts master, **Dick Kasseth**, should be very pleased with the new twenty-by-twenty foot addition to the parts room. Dry wall has been installed on the inside surface, and the outside has protective particle board. Yet to come will be some electrical improvements inside and drywall installation on the outside. Thanks to **Zell Olson** for arranging the donation of some very nice doors by his employer, and for supervising the construction work.

## Forklift restored to working condition

**George Bergh's** son, **Michael**, has restored the vintage Hyster forklift to operational status. The big Clark forklift doesn't fit in the A or D Bays, and this unit really fits this need. With help from his friends, his dad, and Paul, he put on new tires, tightened up the steering, and converted it from gasoline to propane fuel for indoor use.

## Our thanks

The Jackson Street Museum Committee would like to thank the many people who have contributed and volunteered their time, energy, and talents toward launching the Jackson Street Museum Project. Here are a few: **Dick Fish**, **David Ecklund**, **Dick Kasseth**, **Morgan Christian**, **Burt Foster**, **Dave Wantz**, **Eric Hopp**, **George**, **Michael** and **David Bergh**, **Mike Alfeby**, **Paul Dalleska**, **Phil Wellman**, **Mike Hanson**, **Wanda Sims**, **John Robinson**, **Art Pew**, **Noel Petit**, **Sharon Hanson**, **Jerry Leimer**, **Mark Dullinger**, **Tony Becker**, including The **Julie Snow Architectural Group**, and all others!

## Donations

The Metro Transit has graciously donated some old shop equipment.

The University of Minnesota with the generous assistance of Mr. **Mike Nagel**, the University's Energy Systems and Facilities Manager, together with terrific enabling help from the Foster Wheeler Company, have given the MTM some representative items from the University's steam plant, formerly operated as the Twin Cities Rapid Transit power plant. The building is being totally updated for University heating. High above the main floor was the vintage control room for street car power distribution, almost as it was left when the street cars stopped running in the 50's. Some representative samples of two inch marble switch panels, with 1911 vintage

meters and switches, were saved together with some vintage porcelain light fixtures. Stairs and catwalks were saved for possible incorporation into Jackson Street. An old Ingersoll Rand two-cylinder air compressor with its associated riveted air tank was saved. In addition, the University may be donating some Alco Diesel engines.

The Canadian Pacific Railroad together with coordination of **David Drach**, the area manager of real estate marketing for CP Rail, has donated some of the historic items from the closed Shoreham shops. Included are vintage furniture, classic signs from the roundhouse, some tools, a portable forge, the shop whistle, and many other items of historical significance.

## A bit of Jackson Street history

The Jackson Street Roundhouse was built in 1907 by the Great Northern Railroad, replacing an earlier structure which was located just west of the present roundhouse. It had twenty-five stalls, twenty of which still stand today. In the 1920's, some of the eastern stalls were lengthened to accommodate larger locomotives, and lengthened again in the 1940's. Then in 1947, the northern five stalls (our D bay) were remodeled into a two-level diesel service area. After the Great Northern moved out in 1959, the Post Office remodeled the building for its use, and it was used for handling bulk mail. The building was acquired by the MTM in 1986, through the efforts of **Art Pew**.

**The new streetcar line is under construction. The Hennepin County trail is at right. The right of way was two tracks wide at this point. The bridge in the background was built in 1906 to carry the streetcars into Excelsior. Now carrying the Highway 7 Excelsior off ramp, it is due for replacement in a couple of years. Bill Graham photo.**







**Minnehaha's awning has been installed, but can't be unfurled completely until new stability tests permit it. Bill Graham photo.**

### Current projects

Bay D is almost ready for the construction to begin. One pit in Bay D will be opened and rail will be laid by MTM volunteers. Later on, the MN&S business car Gopher will be house moved into the opened pit in D and some car repair work will be needed. The grounds east of the roundhouse will need clean-up and the power house needs securing. Some additional demolition will be needed on the east and west loading dock area. Grading was completed on the east end of the roundhouse in preparation for placement of two rail cars which will ultimately function as an eating area and a meeting area in the first phase. Exhibit development is a huge effort and will need much help. The maintenance and support function of Jackson Street Roundhouse for the operational railroad museum is being greatly enhanced with the movement of the machine shop into heated Bay A, as the garage area is cleared in preparation for moving the Gopher into Bay D. And finally, the garage will be demolished to make way for the turntable.

Many new associated projects will unfold as the Jackson Street Museum gains momentum, with the need for additional volunteer help. The Jackson Street Museum will establish a new presence in the Twin Cities and initiate new growth phase for the MTM.

## EXCELSIOR REPORT

- Bill Graham

### Streetcar tracks in Excelsior

In May, Widmer Construction Company, general contractor for the Excelsior streetcar line, graded the Hennepin County LRT Trail (former Minneapolis & St. Louis Railway) from old Excelsior Boulevard on the east around to Morse Street, about halfway to the western terminal at Water Street in Excelsior. The subcontractor, Railtech Inc., began laying track from the east end of the line in mid-June. After the mainline and car barn yard tracks are finished east of Morse Street, grading and track will be extended west to Water Street. This part of the line will pass through a paved parking lot causing some dislocation during the construction. The track conforms to a Soo Line design standard for industrial trackage using 90-pound rail and 19-inch tie spacing laid on crushed limestone ballast. The quality of rail and track construction is excellent. Widmer finished the maintenance barn inspection pit and installation of underground utilities in early June. The track, building and electrical overhead installations are expected to be completed by early August.

Dave Irely fabricated double-end controls on ex-Valley Fair car #1 including clutch and hydraulic brakes, enabling the car to operate safely in either direction from either end. Dave installed the gasoline fuel tank, headlights, control panels and foot gongs on the car. Jim Williams painted insignia on the dasher panels while Tim Reichel spray-painted the entire carbody in TCRT yellow. George Ittner, Fraser

Morse, Doug Hultgren, Bob Dumas and Bill Graham helped with wiring, painting and other tasks. The little car will serve well until car #1239 joins it in service. Having an open car will be a strong plus in the summertime mellieu of lakeside Excelsior.

Excelsior officials, mainstreet business owners and MTM are exploring the possibility of extending the track to form a complete circle sometime in the future. According to this plan, track would be laid in the northbound lane of Water Street, Excelsior's main business thoroughfare, to Lake Street where it would turn east and join the east end of the existing track near the Excelsior Park Restaurant. These two streets were the original route of TCRT's line to Tonka Bay, abandoned in 1932. A grant under ISTEAL legislation would fund the work, and would require a substantial local contribution to be raised. Decisions would be needed on how to operate the line, enlist both volunteer and paid staff, and how the City, merchants and MTM would work together.

### Minnehaha runs smoothly

Minnehaha runs regular Saturday and Sunday trips between Excelsior and Wayzata, leaving Excelsior at 9 a.m., noon, 3 and 6 p.m. On Sunday evenings, short trips have been substituted operating from Excelsior around Big Island through Lafayette Bay. Loadings have been strong, running at around 80 percent capacity for the 9 a.m. and 6 p.m. trips, and often selling out for the noon and 3 p.m. trips. It is a good idea to call ahead for reservations 474-4801. Minnehaha was featured this Spring on the Moore On Sunday program of WCCO TV and in the St. Paul Pioneer Press.



**With its flower pots and beautiful setting behind the Wayzata Depot, the Wayzata dock may be the Minnehaha's most attractive port of call. It has also turned out to be a major boarding site for round trip passengers. Bill Graham photo.**

The question was raised whether the new canvas awning over Minnehaha's upper deck might make her unstable in a strong cross wind. The concern was that wind might push against the under side of the awning causing the boat to heel over. Of course, Minnehaha carries several tons of machinery, water and fuel in her hull below the waterline along with 2.5 tons of lead ingots as extra ballast. She rides at almost exactly the same waterline as when she was built. Photographs from the 1920's show the boats carrying far more than the currently legal 60 passengers on the upper decks. Minnehaha has proven herself exceptionally stable under load and in vigorous cross-winds. Nonetheless, the Chicago naval architect **William Hayden** has been retained to evaluate and report on the problem. In the meantime, the awning has been rolled back from the fore and aft decks.

This season, ten members qualified as engineers on the Minnehaha, bringing to 26 the number qualified. Twelve members currently qualify as pilots and 20 as pursers. Several are cross-trained in all three positions. We need more pilots and pursers, in order to give the present ones a bit more time off. All MTM members are invited to participate. Student pilots qualify by handling the boat for 25 hours under supervision of qualified pilots before taking an exam given by the U.S. Coast Guard. Engineers must take the 8-week steam course given by MTM and must pass the State of Minnesota Class A

boiler operator's examination. Pursers learn to handle the lines used to tie up and cast off, board and disembark passengers, answer questions and assist the crew. A normal shift consists of two Excelsior-Wayzata round-trips lasting about six hours. It's fun, it's easy, and it's a great way to spend six hours cruising Lake Minnetonka. MTM'ers wishing to qualify as Minnehaha crew members should contact **Lori Hammond** at 474-2115.

#### **Steamboat Division board reorganizes**

Members on the informal operating council of the Steamboat Division voted in April to decentralize responsibilities for planning and operations. Following this vote, **Leo Meloche** resigned as chair of the division, and an informal election of officers was called by MTM Board Chair **Mike Miller**. These members were elected:

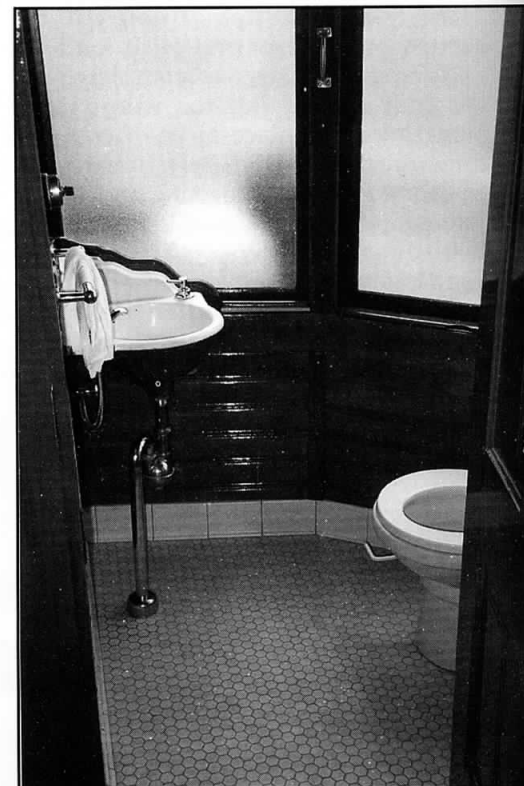
Alan Linquist	Chair
Ross McGlasson	Training manager
Peter Weir	Boat engineering
Marsh Gabriel	Boat operations
George Hutter	Streetcar operations manager
Don Cox	Streetcar engineering
Sherry Hutter	Administrative manager
Roger Carlson	Treasurer
Dave Cochrane	Secretary
Barb Thompson	At large
Jim Ogland	At large

**Lori Hammond** was appointed to a paid staff position for the division. The council meets on the second and fourth Thursdays of each month at the Shorewood City hall. Meetings are open to the public and interested MTM'ers.

#### **Minnehaha now transit accessible**

Member **John Dillery**, who works in Service Planning at Metro Transit, has put the Minnehaha's Wayzata dock on the Route 75 pocket schedule. He points out that transfers can be made between the bus and boat on Saturdays, Sundays and Holidays. Here is the schedule:

Buses leave downtown Minneapolis at 11 minutes past each hour, and arrive at the Wayzata Depot at 2 minutes after the hour. The boats leave at 40 past the hour. On Saturdays, the boat gets into Wayzata just when the bus leaves, but the hour wait would make it possible to get a lunch or do some shopping. On Sundays and Holidays there is a good connection, with the boat arriving 13 minutes before the bus leaves. The Route 75 pocket schedule features a promotion of the Minnehaha on its map, including the reservation phone number.



**We don't run too many pictures of restrooms, but this is the Minnehaha's unisex facility. The wash basin is an antique. The original boat had separate rest rooms for men and women, and they discharged straight into the lake. Can't do that anymore. Louis Hoffman photo.**



About 5th Avenue in Hopkins. Note that the streetcar trestle was single track. It was double tracked in 1905.



# THE DEEPHAVEN LINE

When Twin City Rapid Transit opened its Lake Minnetonka transportation network in 1906, it built a great deal of new track and leased two former steam railroad branch lines. The shorter of these was the Tonka Bay branch of the Minneapolis & St. Louis.

The other branch belonged to the Milwaukee Road, and extended 6.2 miles from Hopkins to Deephaven. Built in 1887, it served five intermediate stations and ended at the lakefront, just below the large St. Louis Hotel which had opened in 1880. The demise of the hotel in 1903 probably influenced the Milwaukee Road to pull out. The photos on the following pages were taken by TCRT in 1905, prior to rebuilding the line. They show a rather worn "dirt-track" railroad that would be upgraded by the new owner.

The Deephaven line never produced the kind of ridership and revenue that

Excelsior did. Trains ran once an hour on weekdays, while Excelsior trains ran twice hourly. Summer Sunday/holiday service was also hourly, compared to every ten minutes to Excelsior. In the winter, Excelsior trains ran every hour, but Deephaven justified only four weekday and two Sunday round trips. Most through service to Minneapolis ended in 1931. Double ended car #1230 shuttled between Deephaven and the Junction.

Despite its lower ridership, Deephaven boasted fast track. It took only 8-10 minutes from Deephaven to Deephaven Junction, yielding an average speed of 36-45 mph. The Excelsior line west of Hopkins averaged 36 mph.

Both the *To Wayzata* and *To Excelsior* express boats on the Wayzata line converged on Deephaven at 45 past the hour, connecting with the Deephaven car. This happened because the

Deephaven cars followed the Excelsior cars in the schedule by half an hour, so that the Wayzata boat that had met the Excelsior car also met the following Deephaven car. If one were traveling from Minneapolis to Wayzata or other lake shore points north of Deephaven, the connection there saved a half hour.

The boat service ended in 1926. The rail lines continued until 1932, when they were felled by the Great Depression. Transit carried on in the form of the Deephaven Bus Company. Sometime in the 1950's, the Excelsior-Minneapolis Bus Company, later owned by Richfield Bus Company, took over the route, which ran via Minnetonka Boulevard, with a detour that brought it close to the original Deephaven station. Much re configured, the service continues today, operated by Laidlaw Transit under contract to the Metropolitan Council.



Although a few miles of it have simply disappeared, many traces of the Deephaven line remain to this day. An Metro Transit park-ride lot sits on the right of way just west of Shady Oak Road. Next to the park-ride is Junction Road, named for Deephaven Junction. It follows the curving right of way for about half a mile. A private drive uses the right of way, which runs on a fill, from Baker Road to I-494. An old store building marks the crossing of Williston Road. If you ride the M&StL bike trail west of Williston, the old junction site can be seen. Another park-ride lot is located on the right of way where it angles across Minnetonka Blvd. The line reappears and is quite obvious west of Highway 101, especially where it passes through a cut next to Northome Road just north of Deephaven. Northome Avenue crosses the vacant cut on a bridge that predates the abandonment. And, of course, the Deephaven station survives as a private home just up the hill from its original site.

**Above: Shady Oak Road on the west edge of Hopkins. The Milwaukee Road is in the foreground. TCRT double tracked their line in the background and then removed the Milwaukee track.**

**Below: This is probably Baker Road. Photos from the John Diers collection unless noted.**







Two views of the junction with the Minneapolis & St. Louis west of Williston Road and south of Minnetonka Blvd. Above: looking east and (below) looking west along the M&StL.





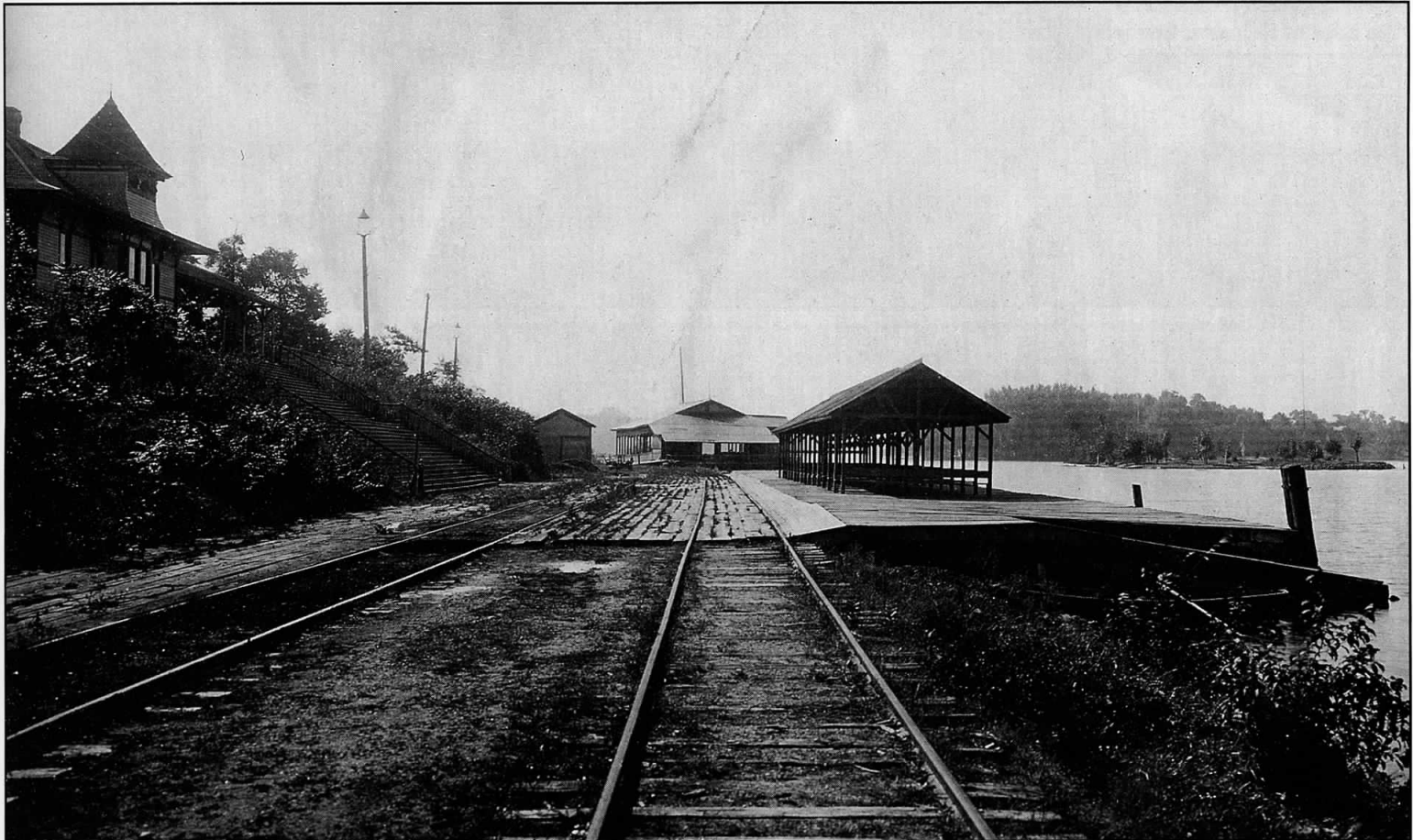
**These appear to be Groveland station and Breezy Point station.**





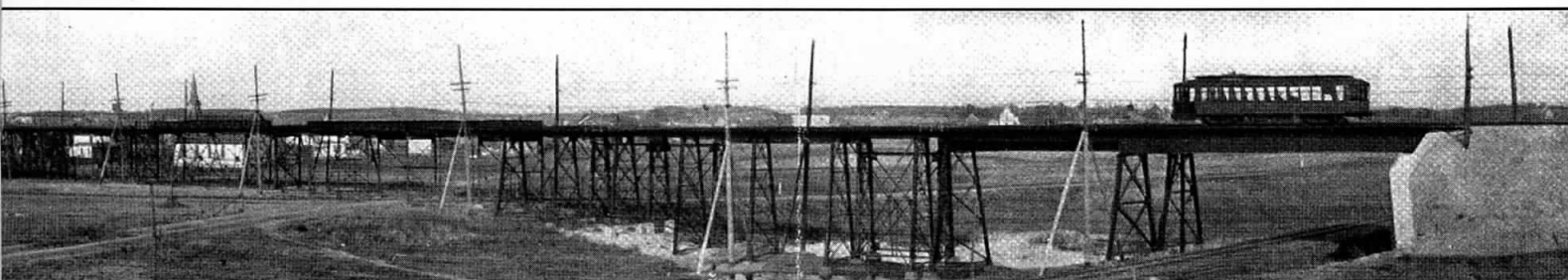


Deephaven Station. TCRT built a loop track here to turn the streetcars.





**The edge of Robinson Bay was crossed on this trestle.**



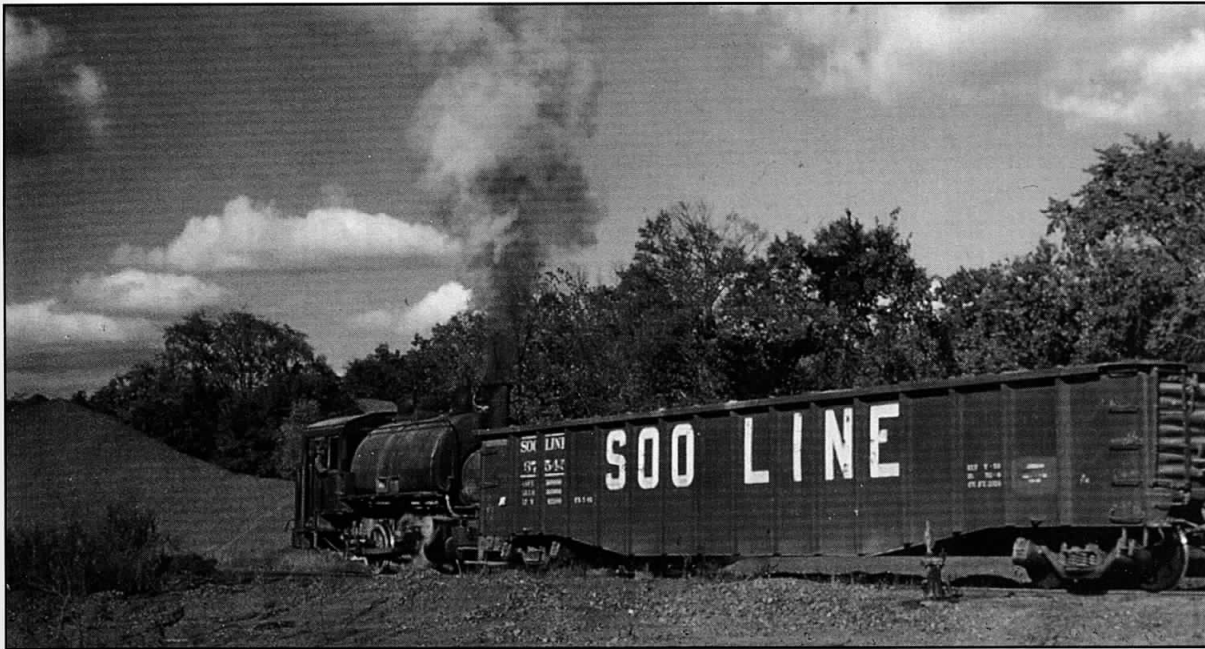
**Excuse the poor quality, but here are two photos reproduced from World War I vintage company brochures. One shows the Hopkins trestle and the other is at the Deephaven terminal. Note the outbound express boat at right which has just connected with the streetcar. MTM collection.**





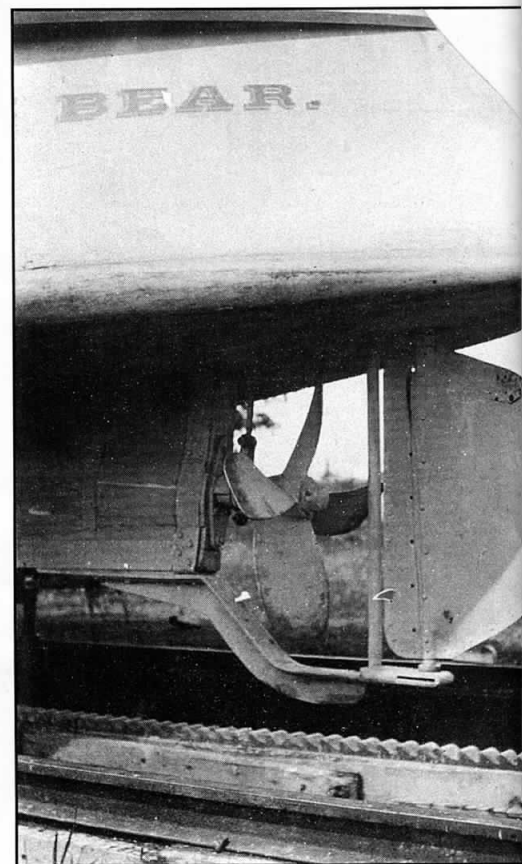
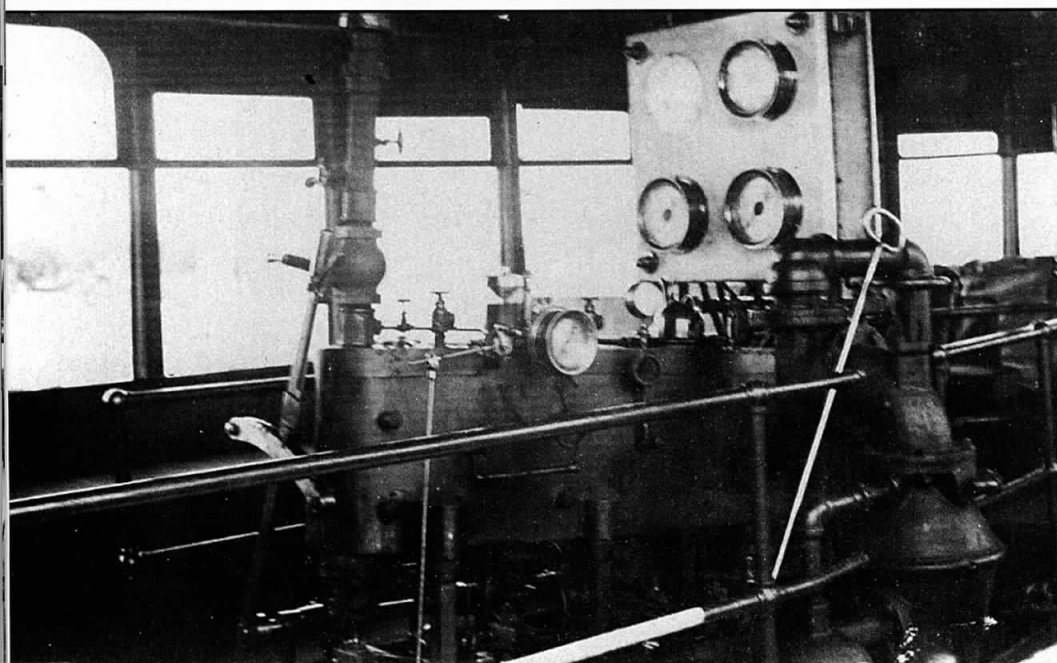


Steam still served Dresser Trap Rock in 1961. Kenneth Royer photos.



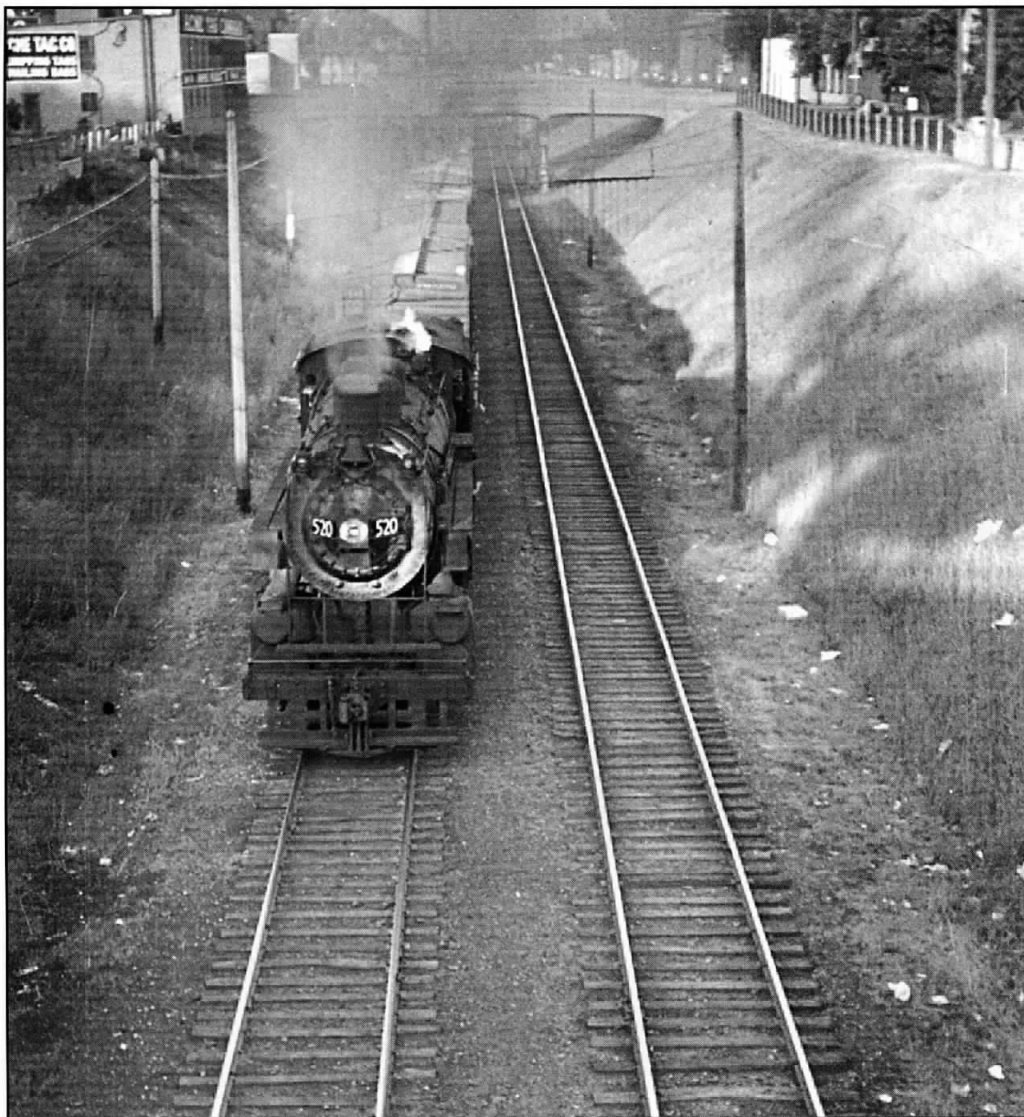


These studies of the White Bear accompanied an engineering student's thesis entitled "Speed Trials and Service tests on the Steamboat White Bear" written in 1909. The location and the bridge in the background are a bit of a mystery. There's overhead wire, so it's not the M&StL near the Excelsior Dock Station. Could it be near the Minnehaha's present dredge company launch site? And look at the peculiar way the launching track runs under the bridge. Could that be the transfer point for moving boats from 31st Street Shops to Lake Minnetonka? James Hield collection.









The end is near for the Milwaukee Road's 29th Street line. The 2.5 mile trench across south Minneapolis was opened in 1914 and eliminated 39 grade crossings. West bound L2 2-8-2 #520 is about to pass under Hennepin Avenue.

Is this cute or what? It appears to be the 1940 version of the Stillwater-Bayport local service, provided by TCRT streetcars until 1932. It survives with public funding to this day. Both MTM collection.

Looking north at Northtown yard from the University Avenue overpass in the 1920's. Northern Pacific Class W #1534 was part of the first large order of 2-8-2's (160) delivered to an American railroading. They were built by Alco's Brooks works from 1904 to 1907. The going away shot is from the same bridge, and shows the Soo Line interchange at left. Minnesota Historical Society collection.









**The Milwaukee Road maintained a classy passenger operation right up to Amtrak day in 1971. The setting sun shines off the flanks of the Afternoon Hiawatha from Chicago as it enters the St. Paul Union Depot. Freight and passenger cabs tie up at the South Minneapolis engine terminal. Joe Elliott photos.**

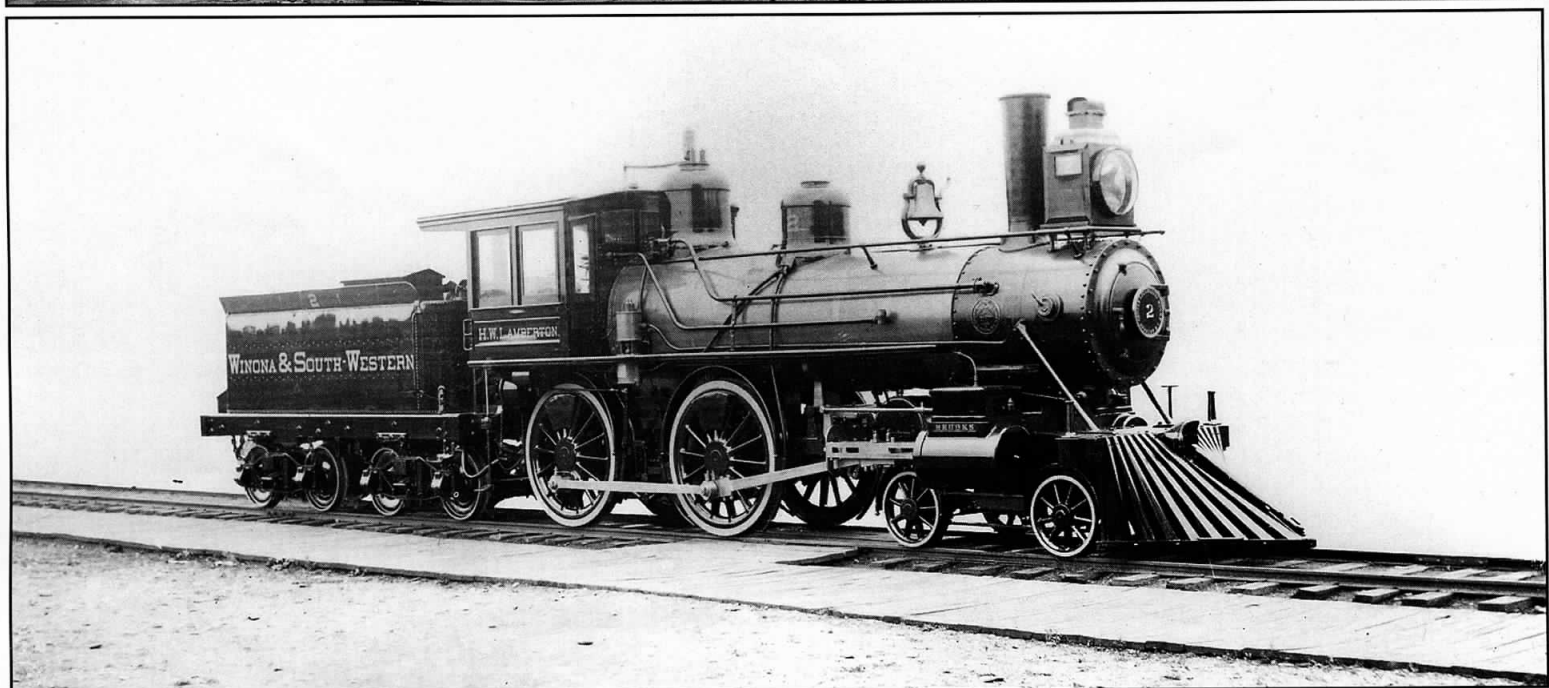
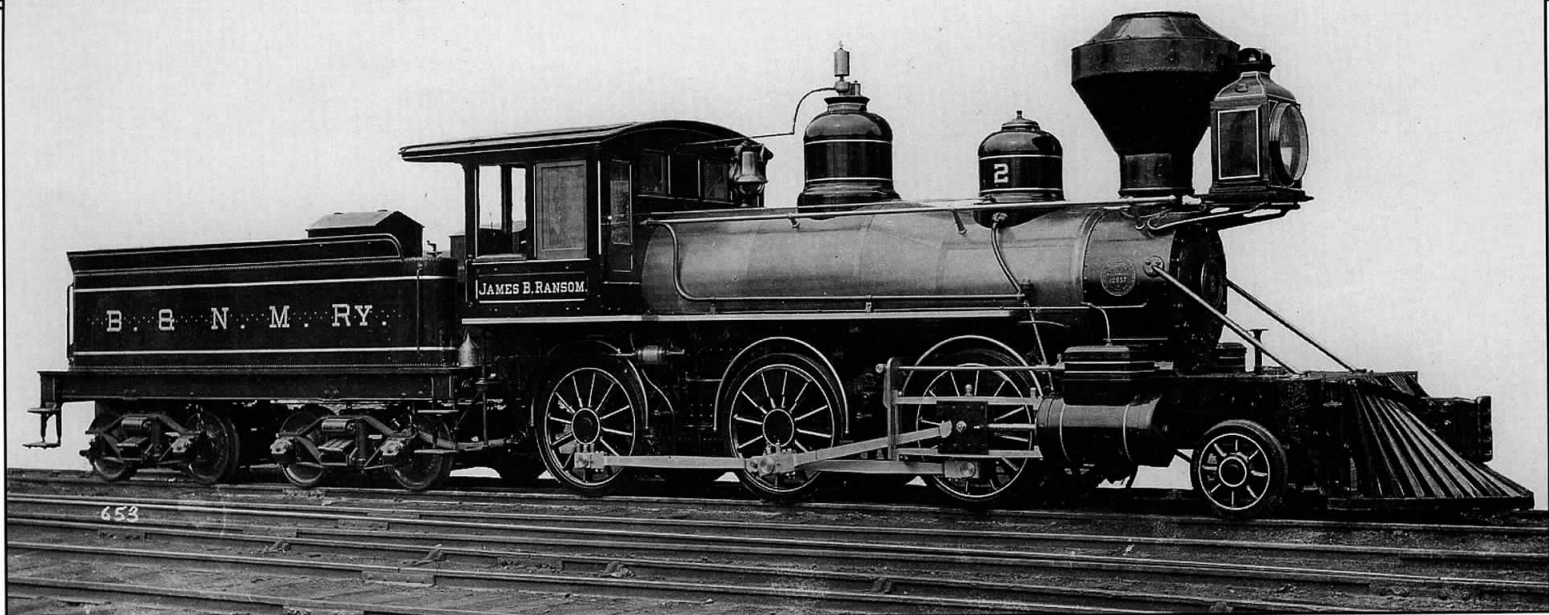




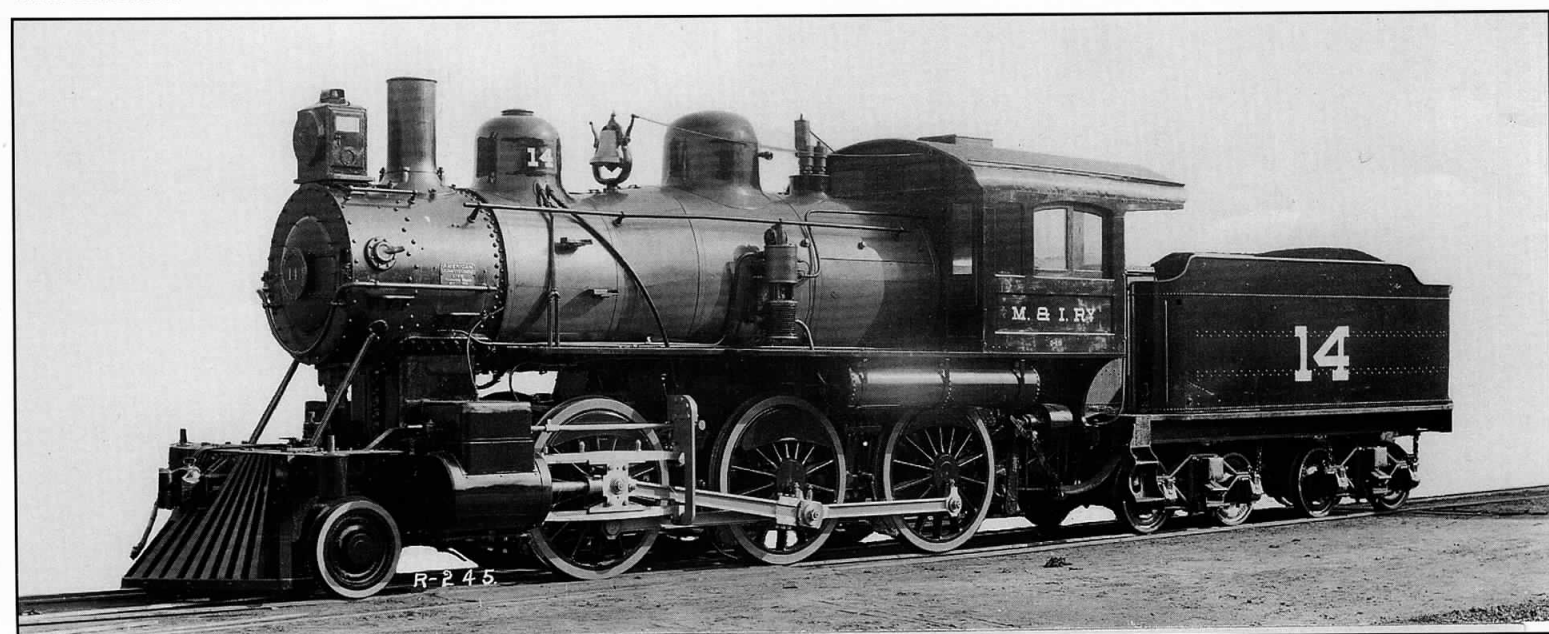


1968 in southwest Minnesota. C&NW Alco's switch at Sleepy Eye. The GN's Willmar-Marshall turn barrels through Cottonwood, past one of Great Northern's modest replacement depots. Aaron Isaacs photos.





Elegant early power for forgotten railroads. These builders photos show (top) Brainerd & Northern Minnesota 1882 Baldwin 2-6-0 #2 (center) Winona & South Western 1889 Brooks 4-4-0 #2 and (bottom) Minnesota & International 1902 Richmond 2-6-0 #14. MTM collection.

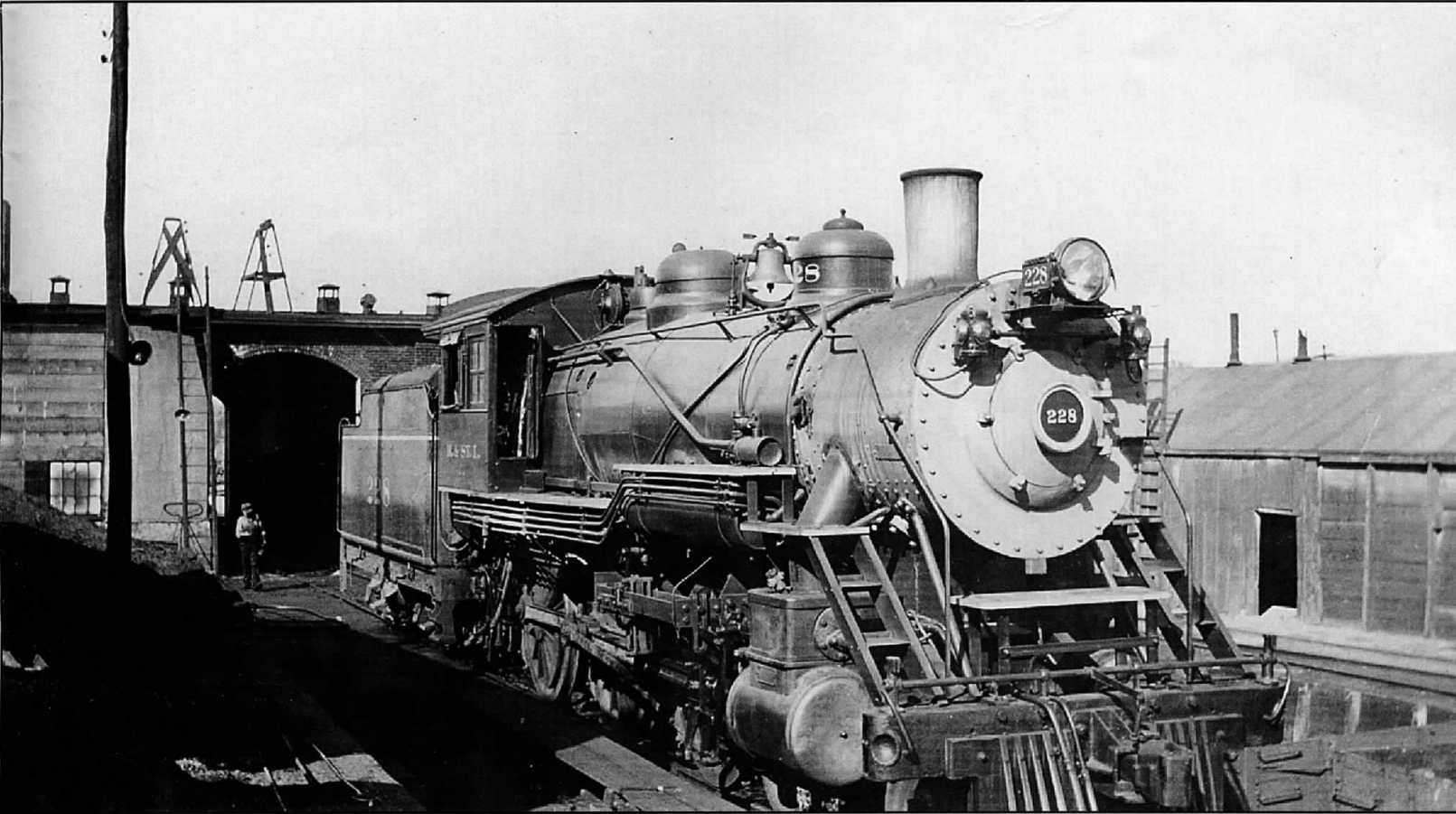






**Omaha #51 switches cars at the Great Northern Depot in the 1940's. Chester Wenzel photo.**

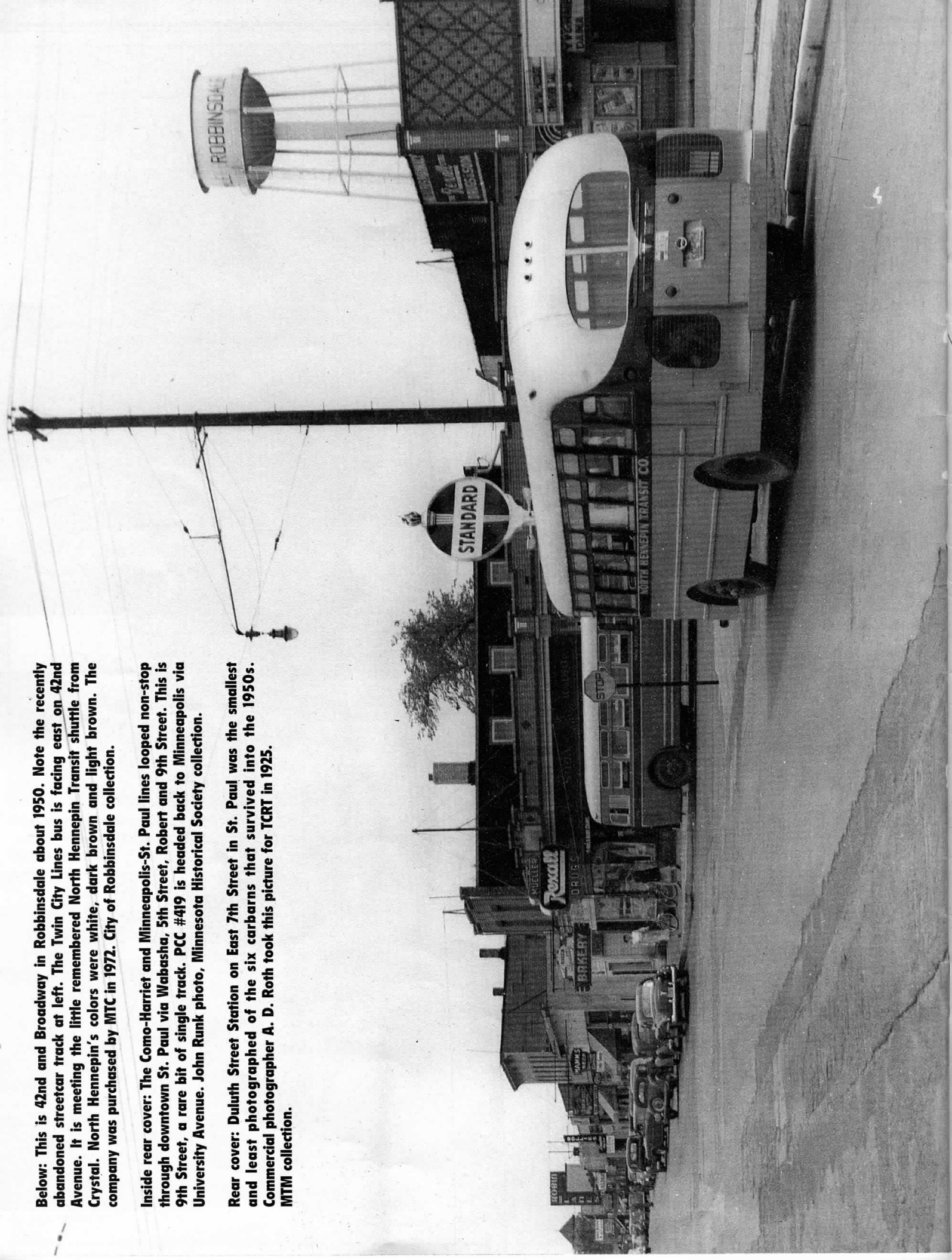
**Minneapolis & St. Louis 4-6-0 #228 at the Cedar Lake roundhouse in 1936. MTM collection.**



Below: This is 42nd and Broadway in Robbinsdale about 1950. Note the recently abandoned streetcar track at left. The Twin City Lines bus is facing east on 42nd Avenue. It is meeting the little remembered North Hennepin Transit shuttle from Crystal. North Hennepin's colors were white, dark brown and light brown. The company was purchased by MTC in 1972. City of Robbinsdale collection.

Inside rear cover: The Como-Harriet and Minneapolis-St. Paul lines looped non-stop through downtown St. Paul via Wabasha, 5th Street, Robert and 9th Street. This is 9th Street, a rare bit of single track. PCC #419 is headed back to Minneapolis via University Avenue. John Runk photo, Minnesota Historical Society collection.

Rear cover: Duluth Street Station on East 7th Street in St. Paul was the smallest and least photographed of the six carbarns that survived into the 1950s. Commercial photographer A. D. Roth took this picture for TCRT in 1925. MTM collection.













# MINNESOTA STREETCAR MUSEUM

PO Box 16509  
Minneapolis, MN 55416-0509  
[www.TrolleyRide.org](http://www.TrolleyRide.org)

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50<sup>th</sup> anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
  - **Please credit the *Minnesota Streetcar Museum* and provide our URL [www.trolleyride.org](http://www.trolleyride.org)** We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
  - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
  - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

**We Make Minnesota's Electric Railway History Come Alive!**